

FITTING INSTRUCTIONS

ISSUE DATE: 08- Aug – 2005

FITTING INSTRUCTIONS... INSTALLING YOUR NEW EXEDY CLUTCH.

HOW TO GET IT RIGHT THE FIRST TIME

Failure to observe these instructions when fitting your EXEDY Clutch will void any warranty.

1. Getting it right the first time. It is vital to diagnose the cause of clutch malfunction before clutch replacement, i.e. check hydraulic system- bearing free travel - clutch cable, oil leaks and check for any signs of red dust when old clutch is being removed. Any or all of these problems must be corrected before installing new clutch.
2. Ensure clutch supplied is correct for the application. If you're unsure, consult you're EXEDY Clutch Catalogue or your supplier, as fitting a clutch to the wrong application will void the warranty.
3. Flywheel must be machined as shown below (Fig 2) or warranty will be void and check spigot bearing or the spigot bush and replace if necessary. Please note pilot/spigot bush noises are more apparent when the engine and transmission systems are cold (i.e. in the mornings).
4. Before fitting, check the clutch for any shipping damage. Next clean the gearbox main drive shaft splines, and then check that clutch disc slides freely on the shaft. Lightly grease the shaft splines with high melting point grease. Always ensure bell housing is degreased and is free of any dust and that fibres from the worn clutch are removed. If the clutch is a large size pull type clutch check the ID of the bearing head for correct spline size before installation. Lack of lubrication/dry splines will cause failure to disengage gears and also cause clutch drag.
5. Check clutch release fork for cracks, check the clutch cable for stretch signs and check the release bearing guide tube for any wear. Always lightly grease the outside diameter of the tube. This will allow smooth sliding of the bearing carrier. Always check bearing on clutch release fork after installing the bearing on it. Move the fork forwards and backwards i.e. in both directions, to ensure bearing is secure and does not foul any part (clutch fork or bell housing) before refitting gear box.
6. Place the clutch cover pressure plate assembly over the clutch disc, after checking that the disc is the right way around and the hub section of the disc does not foul on the casting of the clutch cover assembly or the flywheel. A suitable clutch aligning tool will ensure correct alignment, assist in ease of installation and avoid spline damage. (Burrs on splines are a major cause of difficult gear disengagement). Ensure pressure plate dowels are aligned to the cover. Tighten bolts in a diagonal pattern and never use air tools to install a clutch cover assembly. Torquing down bolts in an uneven pattern in some instances could cause the lever strut to dislodge itself from the pressure plate casting.
7. When the pressure plate has been torqued down securely to the flywheel, ensure that the diaphragm tips (in the case of a lever type cover assembly, the release lever tips) are in a parallel position (see fig 3) and do not go over centre of the parallel position.
8. Re-fit gear box, taking care not to bend the clutch disc. Never hang the gear box off the clutch disc or use any force to align gearbox shaft.
9. Check all bell housing dowels are in correct position and tighten bell housing bolts. Ensure there is no dirt or foreign material between the mating surfaces of the engine and the bell housing.

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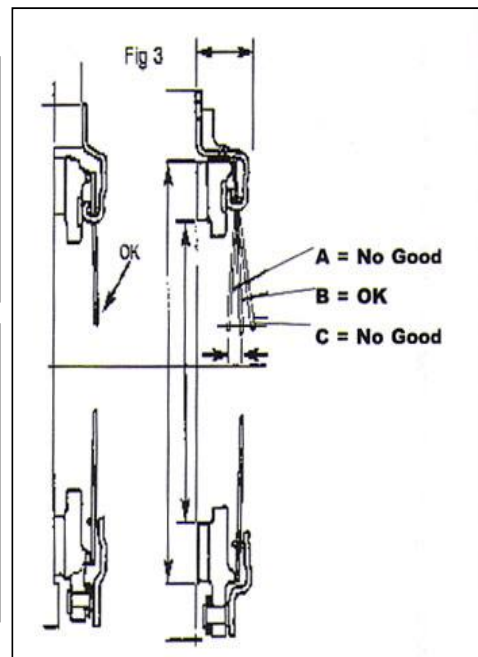
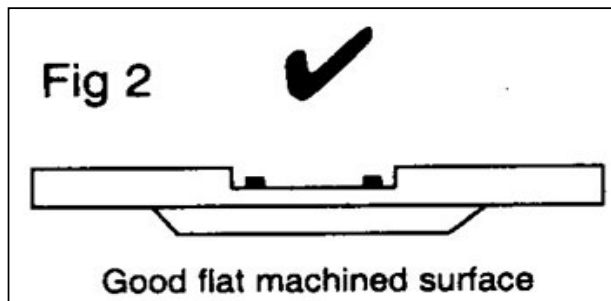
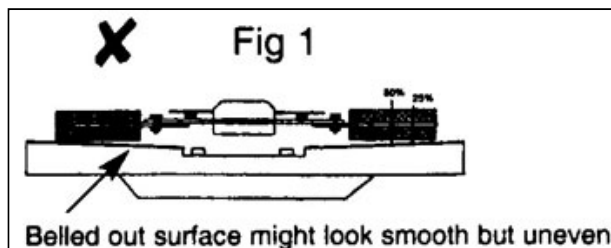
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10. Perform any clutch adjustments to vehicle manufacturer's specifications and always reset the clutch master cylinder push rod to obtain comfortable pedal release position (clutch taking up as close as possible to the floor prevents clutch shudder and in most cases preferred by vehicle drivers). Keep in mind that the diaphragm tip position has changed with the installation of the new clutch.
11. Always check the clutch cable if you are unable to obtain disengagement when a new clutch is fitted. Start off your checking process by replacing the cable. If it is a hydraulic clutch start by checking the clutch master cylinder and the clutch slave cylinder, ensuring there is no air in the system. This is essential to obtain maximum travel for disengagement.
12. Road test vehicle and Never abuse a newly fitted clutch. Allow 1,000 km run in and always adjust free travel on your new clutch at 1,000km and 3,000 km. Thereafter, adjust at every 10,000km.

WARNING: Do not use EXEDY clutches in any situation where engine RPM's may exceed manufacturer's specifications - a pressure plate could explode unexpectedly causing serious injury or death to vehicle occupants and bystanders. Clutch cover and bell housing will not protect against exploding pressure plates. Refer Application Catalogue for correct fitment.



If difficulties are encountered after fitting your new EXEDY Clutch please call your nearest EXEDY office for technical assistance and advice.
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Please note no claims will be recognised by EXEDY Clutch for unauthorised work.

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